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Massive hauls

NORWAY'S investment in high-powered purse seiner/trawlers is paying off in a huge harvest of blue whiting. Hauls up to 400 tons are being made.

As the spring concentrations moved north to around the Faroes, they ran into a Norwegian fleet of more than 40 ships.

Many have only recently come into service and most of them began this year purse seining in the Barents Sea capelin fishery.

Now, in their mid-water trawling role, they have been coming into Norwegian west coast meal plant harbours to land catches of 750, 1,000 and up to nearly 2,000 tons.

At the end of last week the total landing was touching 85,000 tons — and by now it has probably gone past 100,000 tons. Norway's previous best blue whiting total was 38,000 tons last year.

Among the top ships in *Lisas* completed earlier this year. With a length of 234 ft. and a speed of 17.5 knots from her 3,600 hp engine, she is Norway's largest and fastest fishing vessel. In less than three weeks of fishing in May, she brought in 3,500 tons in three landings.

Another new ship, *Naloyser*, came in twice in the same period with a total of 3,600 tons. 400 tons of this was taken in one haul.

BLUE WHITING PASSES TEST

BRITISH fishermen could be on the verge of a massive new outlet for blue whiting. This follows successful trials to produce them in the fish product "surimi" for the Japanese market.

"We have done all we can here on surimi," said a spokesman for the White Fish Authority which has been carrying out development work at the Rolf Olsen factory in Stornoway, Isle of Lewis. "We believe we have produced an acceptable product," he added.

—processor needed

Although the problem of price still has to be resolved, the WFA stressed that the next trials will have to be fully commercial and a processor is needed to come in now ready for next season. Chartered to fish for the blue whiting trials are

two Northern Ireland boats, *Green Isle* and *Green Field*.

The fish for surimi production has been landed mainly from these boats boxed in ice. Frozen fish has been used successfully, but freezing must be done very quickly

after hauling aboard. Trials with fish held in chilled seawater tanks showed that deterioration set in rapidly.

Work has also been progressing at the noway on the production of blue whiting fillets. A 121 which incorporates a skinning unit, has recently been installed at the factory. Despite some initial teething problems the machine is now producing an acceptable fillet.

Factory reprieve

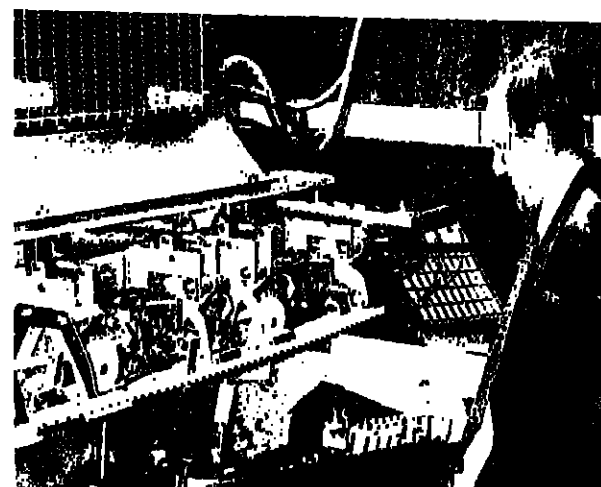
THE Rolf Olsen factory at Stornoway has been given a new lease of life.

Redundancy notices issued three months ago to the nine employees of the fish processing factory of Rolf Olsen (Stornoway) Ltd. have been withdrawn.

The notices were originally served because of the poor herring landings and high prices. This year was the firm's worst season since it set up on the island seven years ago.

The manager, Neil Stewart, said that it had been decided to withdraw the redundancy notices because of the need to keep the ice plant going and for the WFA experiments on blue whiting being carried out at the plant.

Because of the trials the firm had already taken on an extra 14 workers and would probably hire another 12 when the mackerel season starts soon.



Hull trawler owner Tom Boyd Jr. takes a look at the new Baader 121 filletter at the Rolf Olsen factory last week.

COMMENT

FOR A LONG time now the future of the White Fish Authority has looked uncertain. When the authority moved headquarters from London to Edinburgh five years ago — with the loss of some of its key staff — there were plenty of people in the industry forecasting that this was the beginning of the end.

What has, in fact, happened is quite the reverse. The move to Scotland and a closer working relationship with the Herring Industry Board has given the authority a broader footing in the industry. With the centre of British fishing moving steadily north, the relocation to Edinburgh now looks to be an inspired decision.

On Humberside, the importance of the WFA's Industrial Development Unit has been underlined by the heavy calls on its services from outside the UK. The IDU could also be about to cover itself in glory with its work on producing a blue whiting product suitable for the Japanese market.

The blue whiting project has been an example of what research and development should be all about. Taking a potential vast resource, the WFA went out and found a possible market for it. Now, after supervising successful production trials, the WFA is ready to bow out in the knowledge that commercial operation will move in.

The Government's review of the future of the White Fish Authority — due last year — was postponed. No doubt this was to take account of the recommendations of the Expenditure Committee which reported on the fishing industry earlier this month.

The result of this report has given a big boost to the hopes of the WFA and HIB, when it was recommended that both bodies "deserve support and encouragement".

While we know that there are critics of the alternative could be. The thought of Ministry involvement in the fishing industry should be just the thing to give the support and encouragement recommended.

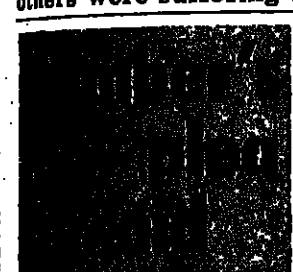
May 26, 1978

May 26, 1978

FISHING NEWS

MP asked to support pout box extension

MPs were asked last week to give their backing to an extension of the North Sea pout box. At a meeting between industry representatives and the All-Party House of Commons Fisheries Committee MPs were told that, while there were benefits for some British fishermen inside the box, others were suffering as a result of it.



GEORGE Coulbeck, the chairman of the Grimsby Fish Merchants' Association, has written to MAFS Minister, John Silkin, requesting financial aid to help Grimsby through its present transitional phase of development.

Mr. Coulbeck pointed out that the cold storage facilities and processing units at Grimsby are amongst the largest anywhere in Europe.

He said the Grimsby industry with over 2,000 active fishermen, 10,000 processors engaged in marketing, plus many other workers in ancillary industries, was still the main employers of labour at the port.

"The one main thing the industry is striving to do is to keep expertise together and maintain the outlets and distribution system into the country which are vital links between catcher and consumer."

"In this respect everything possible must be done in the way of financial encouragement to enable the port to ride out this difficult period," concluded Mr. Coulbeck.

Particularly hit are areas south of the Shetlands, where the Danish industrial fleet is concentrating its efforts on the north-end of the box, said Gilbert Buchan, president of the Scottish Fishermen's Federation.

He suggested that the box should be extended from 56° to 60° north and from 2° east to 4° west.

This view was backed by Jonathan Watson Hall, president of the British Fishing Federation, who also wanted to see regulations introduced to stop boats going to sea with more than one type of net.

Landings of some 2,500 tons of cod from Greenland by German trawlers was causing some concern, Hull trawler owner Bill Suddaby told the committee.

The Berlin meeting of ICES had agreed that there would be no quota allocation from the Greenland area, he pointed out.

The report on the fishing industry by the House of Commons Expenditure Committee was described as 'timely' by Mr. Buchan. He hoped that the Government would note the backing it gave to a 50-mile limit.

On the 50-mile limit issue, Mr. Buchan was critical of MP's John Corrie and Geoffrey Rippon for suggesting that this claim was out of reach. The Under-Secretary of State for Scotland, Hugh Brown, was also included in this criticism for his 'not a

hope in hell' statement and for his defeatist attitude on EEOGA grants.

Mr. Buchan expressed pleasure that funds had been made available to rectify the previous unfair allocation of grants, but he was concerned that this money might be regarded as a bribe for a less than favourable EEC policy on fishing.

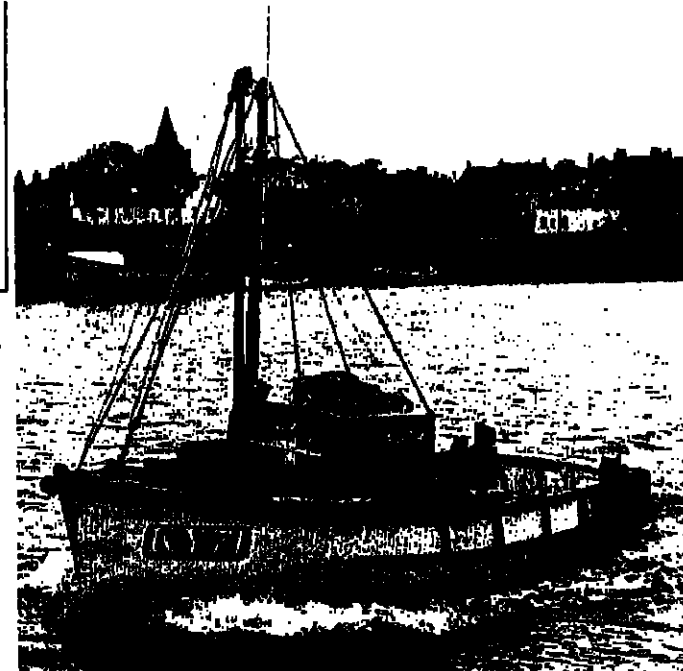
Chairman of the Committee, Patrick Wall MP, asked if the industry was prepared to stick it out for a 50-mile limit. Yes was the unanimous reply.

Crewman, boat lost off Fife

GELLARDYKE fisherman Joe Swankie is feared lost at sea after his 26 ft. lobster boat foundered off Fife on Thursday last week in fog.

With him was James Berry also of Gellardyke. Mr. Berry was spotted by coastguards and the alarm was raised. He was taken by helicopter to sick bay at RAF Leuchars, Fife.

The vessel, *Fear-Nought*, was Kirkcaldy-registered but operated from Crail.



Fife Ness coastguards heard a broken radio message at 1.15 p.m. It is thought the radio reception was poor because the vessel was so close.

The boat has been located in 35 ft. of water and divers are going down to inspect the wreck.

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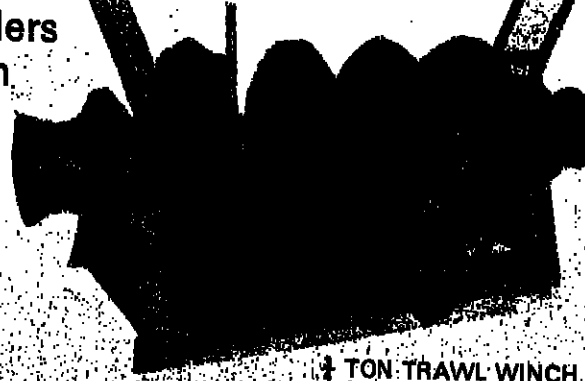
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SANDEEL SHIP HEADS HOME

THE 430-TON Danish industrial fishing and processing vessel *Lumino* (E 559) has returned to Denmark after being berthed inside the fish docks to tranship early summer sandeels.

Last spring Grimsby agents Tom Sleight (F.S.) Ltd. brought *Lumino* across from Esbjerg to Grimsby for the end of the winter sprat fishing

is take pressure off the local fish meal factory which had earlier imposed a quota to avoid being swamped when catches were heavy.

Although there are fewer vessels from Grimsby fishing

for sandeel than there were for sprats, *Lumino* berthed at the end of the West Quay and was very popular again with skippers.

When full, *Lumino* either returns to Denmark or transfers the odourless product in liquid state to a carrier for shipment to Denmark where the process is completed.

French 'save' Fleetwood

FLEETWOOD owners have returned from a trip to France optimistic that French vessels will continue to play an important part in maintaining local supplies.

Jim Cross, president of Fleetwood Fishing Vessel Owners' Association; Mark Hamer, general manager of the FFVOA; Dennis Bond, general manager at Fleetwood for Boston Deep Sea Fisheries Ltd; and Peter Hewett, principal of the Hewett Fishing Co., all went to Lorient, Douarnenez and Concarneau.

They said that in the four months starting on New Year's Day, 103,692 kits were landed at Fleetwood of which 28,086 came from French vessels. The French landings have helped to keep Fleetwood open as a fishing port.

LUCKY ESCAPE FOR LINER

SKIPPER Edwin Stevens of Newlyn helps repair damage to his 37-footer (right) after an excursion on the rocks earlier this month.

His GRP-hulled *Janette Elaine* was heading home to complete her fifth longline trip in a row when fog clamped down. Skipper Stevens was asleep and his tired crew was steering a course for home when she steamed on to a rock off

Portcurno, then slid off on to another one.

Skipper Stevens thought the boat would be a write off, but the main damage was amidships, at the turn of the bilge.

The hull had been pushed in four inches and an internal transverse frame had detached for 6 in.

She did not take any water and was repaired between tides while beached at Newlyn.



Hewett ship refitting to fish again

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FLEETWOOD'S Hewett Fishing Co. is to put back into service one of its largest trawlers which has been tied up for six months because of quota restrictions on distant water grounds.

OBITUARY

FRED Williams, one of the leading figures in Fleetwood's fishing industry for many years, has died aged 88.

Mr. Williams joined a Fleetwood fish meal company at the age of 14 and later progressed to the position of manager at a Warrington fish meal company. While in his early 20s he began an association with Boston Deep Sea Fisheries which was to make him well-known throughout the fishing industry.

Fred Parkes (later Sir Fred Parkes) brought him into the Boston company and Mr. Williams set-up its fish merchandising business.

He continued as manager of the distribution side until it was disbanded some years ago. He continued as manager of the distribution side until it was disbanded some years ago. He became a director of Boston and was also a board member of several other Fleetwood industry concerns.

Mr. Williams leaves a widow and daughter.

HENRY Smith, one of Arbroath's best known fishermen, has died in Arbroath Infirmary aged 74.

Mr. Smith went to sea as a boy on his father's boat before he skippered his own boat, *Eight Bells*.

He retired nine years ago and his son, Alex, is now the skipper.

He was former president of Arbroath Fish Merchants' Association.

Mr. Smith is survived by his widow, three sons and eight daughters.

59-YEAR-OLD fisherman Thomas George Lobb died on board a Newlyn, Cornwall, trawler last weekend. His body was brought into harbour on Sunday.

Mr. Lobb of Alverton, Penzance, was engineer on the trawler *Excellent*.

He was found dead in his bunk. Dr. M. E. H. Herant went to the harbour when the trawler arrived and the body was taken to the West Cornwall Hospital mortuary.

The ship is the 164ft. side trawler *Robert Hewett* which has been having a refit before trying her luck on middle waters.

Her sister-ship *Ella Hewett*, has been working these grounds since the firm's Norway coast and White Sea quotas ran out. She has brought in some useful catches and it is hoped *Robert Hewett* will emulate her.

Both vessels were among the most successful ships to work from the port when the distant water grounds were open to them, but their size makes them more difficult to run at a profit in middle water areas where catches are lower.

The fact that their owners have enough faith to keep them working is a welcome sign that the port may still be able to keep two of its biggest vessels operational.

BEAMERS KEEP OUT

BRIGHTON inshoremen have come to an agreement with Portsmouth trawlermen over fishing off the Sussex coast.

The inshoremen will now keep within four miles of the coast, while the beamers will stay offshore.

The agreement follows a visit to the area by the fisheries protection ship HMS *Soberton*.

Sussex chief fisheries officer, Jim Howell, stressed the 'ceasefire' was temporary. Only Government legislation would solve the problem once and for all.

"The trawlers are 80 to 90ft. long, with up to 600hp engines," he said.

"They are too big for inshore waters and I want to see them kept outside a six-mile limit. This sort of confrontation has happened before and I have no doubt it will happen again."

Mr. Howell is now convinced one beam trawler skipper did not deliberately destroy fishermen's nets.

"He should have been more



TRADE union leaders are not satisfied with the reasons British United Trawlers has given to justify the loss of 100 shore-based jobs at Grimsby.

District secretary of the Amalgamated Union of Engineering Workers, Albert Salmon, said after a meeting on May 17 between BUT and various union officials there would have to be a 'hot iron case' before he could accept BUT's decision.

He said he was concerned BUT may leave Grimsby completely.

The union decided to send representatives to London this week to see Ministry of Fisheries officials.

It is hoped that, as a result, BUT may reconsider.

careful and checked the net for trammel nets first, but I don't think it was deliberate," he said.

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'SECRET CFP' IS DENIED

RUMOURS of a secret fisheries agreement reached in Europe — but with an announcement held back for a matter of weeks — were strongly denied in the Commons last week by Bruce Millan, Secretary of State for Scotland.

Ian Sproat, Con, Aberdeen South, asked for confirmation of strong rumours that changes in the common fisheries policy had already been agreed in the EEC and said that by the time this agreement was announced it would be too late for the Commons to do anything practicable about it.

Mr. Millan said it was nonsense to suggest there was a secret agreement. There had been no agreement at all.

Mr. Sproat also asked what action was be-

ing taken about the Trade and Industry Sub-committee recommendation of bilateral negotiations with Norway? To that Mr. Millan simply said that there were difficulties.

When Robert Hughes, Lab, Aberdeen North, said that Conservative MPs who compounded and spread unfounded rumours were acting against the interests of the fishing industry, Mr. Millan agreed. It was malicious to spread suggestions of a secret agreement — malicious in terms of the House and the industry.

Not cheap alternative

SIR, In response to the letter by John E. Peters headed 'Core hulls — no 'seal of approval' (*Fishing News*, May 19), the assumption is that he does not approve of core hulls although Cygnus has built one for Skipper Colin Parker.

Could it be that the White Fish Authority, when considering the interests of Mr. Parker with his GM37 built in foam sandwich (for a mould plug, insulated that the outer laminate should be the same thickness as a single skin laminate because, as the hull was used as a plug, it may not have had the protection of a gel coat finish?

With regard to Mr. Peters' comments concerning the thickness of the outer skin of a 'cored' construction, I am inclined to agree with him that it is desirable to have the outer skin considerably thicker than the inner skin, but there are differing schools of thought amongst the authoritative bodies on this subject.

The introduction of a core material in GRP workboat construction does not in my opinion constitute a 'minor revolution'. It is in *British fishing boat construction* — EdJ. It is approved by Lloyd's and many other authorities throughout the world for workboat construction. It has been used in the USA for 20 years and is on the increase.

The same method of construction is used by the French builders, Societe Teclimar at St. Nazaire, for workboat hulls up to 100ft. in length and many other GRP boat building companies.

Versatility workboats are built to a high commercial standard whether they be of traditional form or of core construction. The best technical advice is always sort and thoroughly tested before embarking on any new materials or innovations and our usual high standards will be maintained.

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1. Thermal and acoustic insulation in the more traditional form of GRP boat construction has always been a problem. The introduction of a core does not remove this problem, but it does go a long way towards it.

Senior certificate

SIR, Your article *Fishing News*, May 12, 'Swinging Bob bows out' states that Mr. Parsons is the senior certificated compass adjuster. I challenge this statement, as I hold a certificate senior to Mr. Parsons.

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2. The saving of space is considerable and of particular benefit in a fish hold where a smooth, easily cleaned surface is desirable. If a high degree of thermal insulation is required in a fish hold where the craft is operating in the tropics, it is a relatively simple matter to apply additional cores and laminate to achieve the degree of insulation required. This method of construction is being offered for the working decks for the same reasons.

3. The work involvement for the fitting out yard is much reduced without the complexity of longitudinal and transverse stiffeners. The additional work that, and I quote Mr. Peters, "Every through-hull fitting, e.g., transducers, bilge discharges, bilge keels, seacocks, etc., has to have the bales removed and wood bonded in," is largely removed as the form that Versatility is adopting has a solid laminate from the keel to a line parallel and just below the waterline. There is a gradual transition from the solid to the core.

Taking the points raised in the last two paragraphs of Mr. Peters' letter to the editor: Versatility is currently using Batek 'Countourcore', a material approved by Lloyd's, as are all the other materials in our hull construction.

The application of the material (the most important part of the procedure) ensures the total encapsulation of each minute segment of end-grain bales before it is applied to the last two layers of freshly deposited mat, thus the risk of waterlogging in the event of damage is much reduced.

All we GRP moulders are aware that there are many core materials available to us; there are pros and cons with all forms of boat construction and that goes for wood, concrete, steel and GRP too.

In the end it is the quality of the material and the workmanship that counts, linked with a sound design and specification.

MIKE HAYNES,
Versatility Workboats, Rye, Sussex.

My father, brother and myself were all practising throughout the war on Merseyside and the north-west area and, to the best of my knowledge, was the only family ever to have three certificated compass adjusters all practising at the one time.

Now Mr. Parsons has retired I would like to wish him a happy and long retirement.
W. G. BARR,
Bellacott Road,
Fairy Cottage, Laxey, Jom

HEAVY landings of sandeels continue to mean shortages of white fish for Shetland processing factories. Last week 24 industrial arrivals landed 27,000 tons of sandeels worth £37,854, compared with a total of only 3,900 cwt. of edible species.

GEORGE COULBECK of Grimsby has been elected chairman of the Federation of British Port Wholesaler Fish Merchants' Associations, with Ken Beeken as secretary. The appointments were made at the association's AGM at York last Friday.

HULL'S former top-earning stern trawler *Hammond Innes* is now on the way to fish as a research ship from Canada. The former Newington Co. record breaker has been renamed *Lady Hammond*.

BOTH Hastings lifeboats were launched last week when a fishing boat ran into trouble off Bexhill. *Marie J. Leach*, owned by Mr. D. Holroyd of Eastbourne, had engine failure. She was towed in.

TRAMMEL nets worth £150, and rope worth £20, have been stolen from Lancing beach, Sussex.

THE EEC Council of Ministers has agreed to reduce the tariffs on imports of some categories of cod, haddock and hake for processing by a third. The new rate of duty will be ten per cent and will run for six months from July 1, 1978. It will be reviewed in the Autumn.

in BRIEF

fishing news

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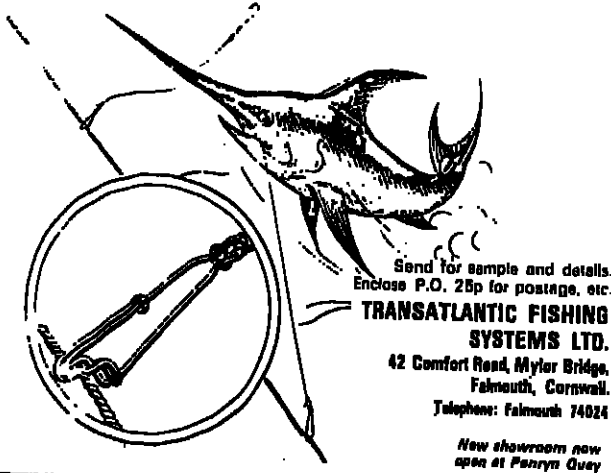
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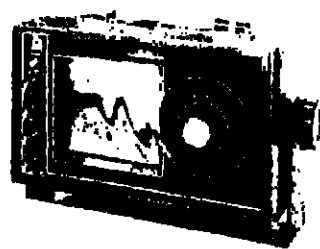
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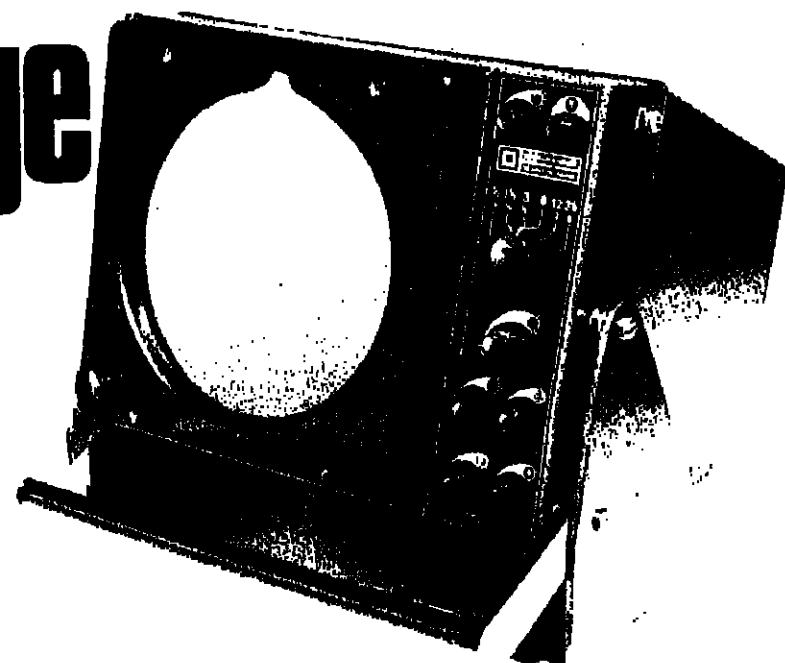
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Inside: the assembly lines stretch across the factory and... outside the modern office and factory of Electronic Laboratories at Poole.

Electronics package on course for a big fishing future



THE INTRODUCTION of the Seaveyor 36-mile radar has put Poole-based Electronic Laboratories right on course with the fishing industry. Backed by eight other products in the well-known Seafarer range, this firm now has an electronic package fast making inroads into the fishing fleet.

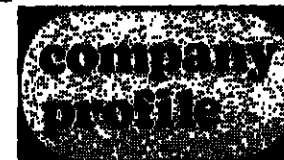
The Seaveyor has already made a big impact since it first appeared in 1976, while the earlier and smaller Seascan has been popular among inshore fishermen for some time and is fitted as the second radar in some larger middle-water boats.

The biggest success scored so far with these radars appears to have been in Northern Ireland where boats like the 65 ft. *Responsive*, *Twilight Star*, *Boy Ken II* and *Alliance* engaged in bottom trawling out of Portavogie, all have the Seaveyor radar as well as Seaveice vhf.

Two other Portavogie boats, the 45 ft. *San Patricio* and the 60 ft. *Fruitful Harvest*, both use Seascan radar in their bottom trawling and prawning operations, as does the 40 ft. *Boy James*, fishing out of Donaghadee. Some boats working out of North Shields, like the *Christine Nielsen*, have Seascans installed as second radars.

One skipper at the port who also has a big Decca set says that he likes the Seascan because it can show him gulls on the water, and where there are gulls there are fish. So far as Scotland is concerned, Electronic Laboratories admits that penetration of the market there, particularly in the Moray Firth area, has not yet been anything like that achieved in Ireland. But it believes that by having its own stand at the Catch '78 exhibition in Aberdeen next month, as well as having its products on the stand of its Scottish distributor Alexian Electronics, will help make its radars and vhf better known among Scottish fishermen.

The Seafarer range is now being sold through more than 20,000 sales outlets in 90 countries. It is claimed that one Seafarer product is sold every seven minutes somewhere in the world. Behind this success story is a history of only 15 years. It had its beginnings in 1963 with the developing of a small two-range visual-indicating echo sounder, designed mainly for pleasure craft, in a small works in North London.



Christened the Seafarer, this sold for only £25 and exhibiting it at the 1964 Boat Show in London brought the orders pouring in to such an extent that very soon afterwards Electronic Laboratories (Hendon) Ltd., as it then was, had to seek larger premises which it found in a former church hall nearby.

Meanwhile sales of the sounder had both encouraged and enabled the firm to develop two additional products: the Seafix direction finder and a new recording sounder, the Seascrite, which extended the market into the inshore fishing industry.

Within the course of another year the demand for these three products had become such that the facilities in the old church hall were quite inadequate and another move was imperative.

This time, it was into a new factory at Ramsgate where for time production was able to keep up with demand until in the late 1960s yet another search for larger premises had to be contemplated.

At the same time the company had plans for

moving into radar and, in fact, what was to be the Seascan small boat radar with a 6 in. screen.

Then two things happened which opened up a new era of expansion for Electronic Laboratories. The first was the appearance on the scene of the Brooks Group of companies, ready and willing to buy a relatively small firm with an obvious growth potential.

The additional resources Brooks were able to put behind Electronic Laboratories' drive and initiative were welcomed at Ramsgate despite limitations of the factory where turnover was by then nudging the 24m. mark, but liable to be held about there unless greater production capacity could be contrived.

This embarrassment was resolved by the acquisition of Astaron Electronics with its works on a 10-acre site in Poole. Astaron was engaged in manufacturing the Raymark series of marine

radars for Marconi, so that when Electronic Laboratories moved in at Poole in 1971 it gained not only a substantial design and manufacturing facility with ample space for further expansion, but also a nucleus of personnel with marine electronics skills, notably in the field of big-ship radar. Development of the Seascan radar went ahead (it was in production by 1970) and following the example of the original Seafarer was given a public viewing at the 1971 Boat Show. Again as with the Seafarer, the Seascan was an immediate success.

The old Astaron factory, however, was far from perfect in equipment and layout for Electronic Laboratories' purposes, and though it provided more elbow-room, it was from the moment of its occupation regarded as little more than a stepping stone to better things.

A new building, replacing some 120,000 square feet of bright

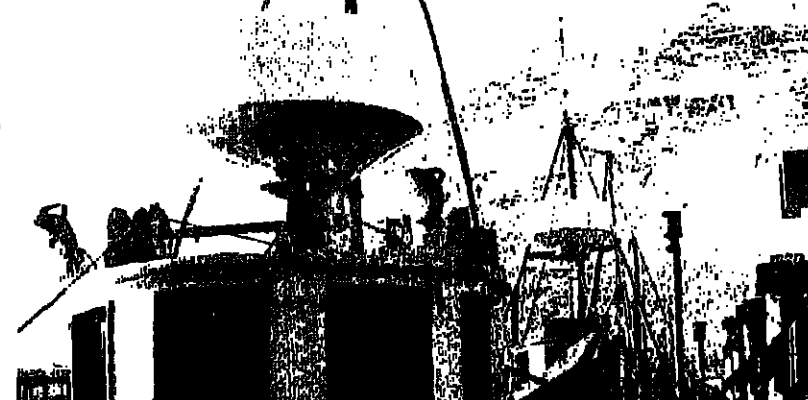
modern administration and production premises, all fully air-conditioned, was completed in 1974. By this time, the Seaveice 12 channel vhf and the Seafarer electro-magnetic log had been developed. Overseas development was also taking place with the formation of a German subsidiary, Seafarer GmbH, in Hamburg, and the establishing of an associated company in the USA, Epco Brooks, Inc., of Westwood, Mass., which markets the entire Seafarer range throughout the United States and the Maritime Provinces of Canada.

The choice of the name Seafarer for the electro-magnetic log may perhaps seem a little puzzling since this was — and still is — also that of the original echo sounder.

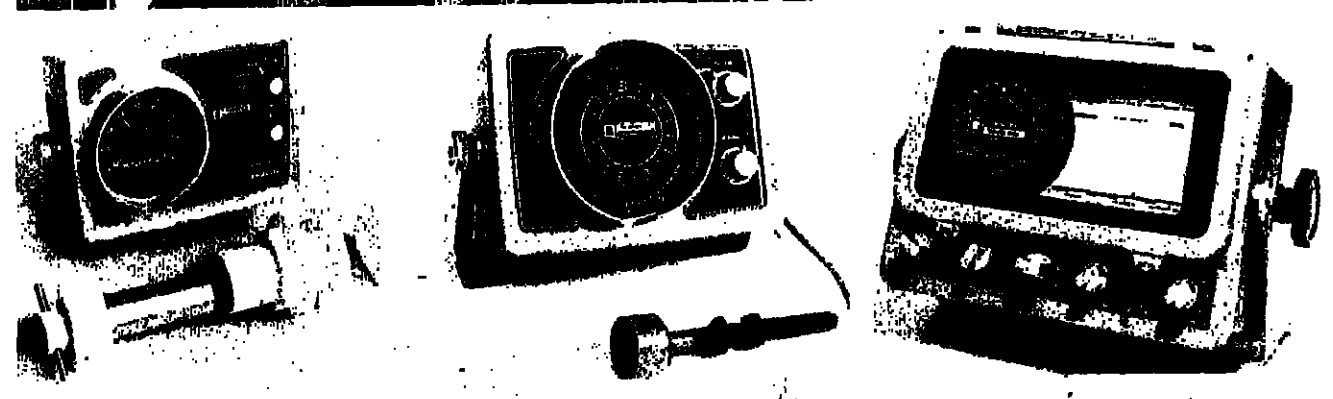
It is also used as the family name for the whole product range.

That original little sounder, greatly improved thanks to modern circuitry and techniques, has now

Above: the 36-mile Seaveyor radar-top of the Seafarer range. Left: a line of radars from the Seafarer range at an Icelandic fishing port.



Below left: Seafarer electro-magnetic speed log. Below centre: Seafarer echo sounder. Below right: Seascrite recording sounder.



become Seafarer III and is believed to be the world's best-seller in its class.

This may in part be accounted for by its price which, despite inflation is still well under double that of 1963; or could it be that the low price is the result of enlightened production methods and high-volume sales? About 333,000 Seafarer sounders are in use today.

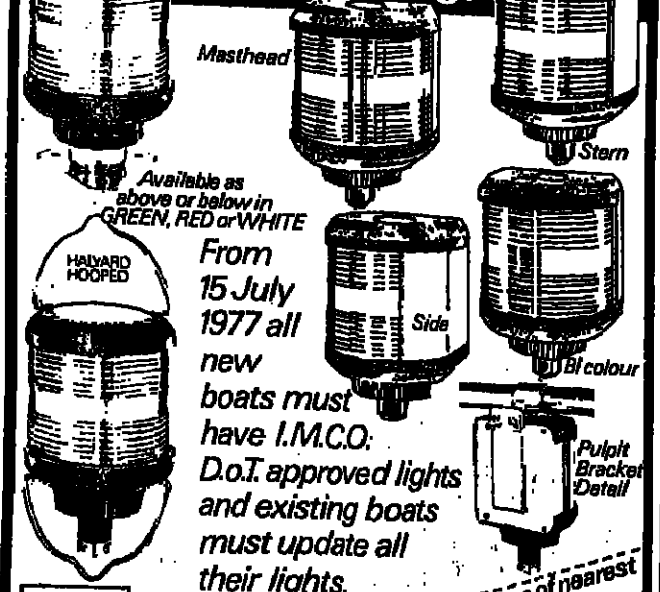
By 1976, two years after the completion of the new building, the introduction of the Seaveice autopilot and the Seaveyor 36-mile radar for larger vessels had brought the Seafarer range up to its current catalogue of fine products, with turnover up to more than £3m. a year.

Demand for all Seafarer products went up by 35 per cent last year, raising the turnover to close on £4m.

Testing of finished products for operating efficiency is, of course, standard procedure for any

Turn to page 10

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From page nine

electronic equipment, but Electronic Laboratories is not content with this.

Every day random samples amounting to at least 10 per cent of all production are taken into quality control for subjection to environmental testing in conditions of heat, cold down to -20 degrees C., and vibration from 0 to 50 cycles at 2.5G — a trial more stringent than they would be expected to ensure in use at sea anywhere in the world.

After this, every completed radar is given a soak test of overnight running before being passed for packing at despatch.

Over half of Electronic Laboratories' output goes for export.

Chowgule (Private) Ltd., India's big owners of ships and iron-ore mines, have recently been given permission by the Indian Government to diversify into deep-sea fishing and

are building ten new trawlers each of which is to have Seaveyor radar fitted, and Electronic Laboratories are finding similar outlets for their radars, recording sounders, and vhf sets in the expanding fleets of other Asian, Near and Middle Eastern, and African countries.

North America, with its large numbers of seiners, shrimpers, druggers and trawlers, is perhaps the biggest single overseas market with sales of Seascan II and Seaveyor radars now running at over 1,200 a year. Seascan II is, in fact, claimed as the best selling radar of its type in

the USA.

Scandinavian fishermen are also substantial buyers of the Seaveyor vhf sets, and are showing considerable interest in the more sophisticated Seaveyor radar. In Scandinavia and Singapore, the equipment is sold under the name Kelscan, by Kelvin Hughes. The

Senscribe recording sounder, the two radar and the 12 and 61 channel vhf sets, sell well in Germany among fishermen, while the German subsidiary sold 80 radars as well as several thousands of other Seafarer products last year.

On the home front, with the workmanlike Seaveyor radar, the company has definitely moved up to compete strongly with longer-established firms in the radar line.

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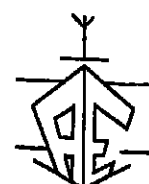
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than 1 watt. £285.00, including aerial.
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system for international waters. £365.00.



Debut for low cost GRP range

THE 'AQ' range of beamy, shallow-draught GRP craft just going into production at Porthleven, Cornwall, is attracting a large number of enquiries from fishermen wanting a competitively-priced boat.

A fully-fitted out flush-decked 27-footer — less engine, tanks and stern gear — can be bought for as little as £7,500; a larger 29 ft. version costs £8,550. Raised foredeck/forward wheelhouse alternatives are also available for a slightly higher price.

A skipper wanting to fit out his own boat from scratch will need £1,650 for the basic 27 ft. hull moulding, and £1,920 for the 29-footer.

The company responsible for this latest move on to the GRP scene is Aquarius Marine Ltd, which took over the bankrupt Porthleven Shipyard last year.

Aquarius, previously specialising in sailing catamarans, is a newcomer to fishing boat construction, and has already received more than 150 enquiries from fishermen throughout Britain.

The company says the new AQ range fills a price gap in the current GRP boat options. It sees a huge potential

in fishing and confidently predicts that it can succeed with a practical and competitively priced boat.

It is able to mould up to 60 hulls a year — and to fit out about half this number. — It is already looking to the time when fishing boat production will pass that of its catamarans.

Aquarius Marine was formed in August 1978 primarily to build catamaran cruisers. It moved to Porthleven from Gweek, Cornwall in February 1977.

The company now employs about 25 men, most of them skilled fishing boat builders from the old Porthleven yard. Many had to be re-trained in the use of GRP, but managing director Ray Tyler says they are all first class craftsmen and "know" about fishing boats.

The new Aquarius boat is a joint effort by Ray Tyler, sales director Peter Clements, GRP specialist Fraser Drennen and colleagues Peter

Bond and Bob Burnard.

The lines derive from a traditional fishing design, modified to reduce draft a little and to give maximum deck space for the waterline length.

The 27 ft. aft wheelhouse prototype, fitted with a marinised Leyland 2.2 litre engine, was built 'on spec' in October last year. She was launched in April and is being kept at Porthleven for demonstrations.

The first two 29-footers are now almost complete. One is for Port Agnes, on the north

Cornish coast, and the other is for exhibition at the West Country Boat Show at Plymouth next week.

A second 27-footer is also due for delivery shortly to a fisherman in Morecambe, Lancs.

The glassfibre lay-up for both hulls is the same and they are built to full White Fish Authority specifications and Lloyd's approval.

The 16 oz. laminate comprises six layers of chopped strand mat, plus two of woven roving reinforcing, giving a solid section of approximately 7/16 in. average thickness. Extra reinforcing up to 24 oz. is used in the stem and transom and throughout the steel band keel.

Box section 3 in. by 2 in. foam frames are spaced at 20 in. centres, each one strengthened by an additional 6 oz. overlay.

Engine bearers are timber, glassed in with heavy duty reinforcing. And deck beams are 5 in. by 2 in. iroko, supporting 1 in. marine ply, GRP sheathed and non-slip painted. Bulkheads are also 1 in. marine ply.

All the early boats will have a plywood wheelhouse, although moulded units are planned.

Standard equipment in the specification includes rudder and steering system, navigation and fishing lights, compass, sacrificial anodes and full set of safety equipment.

Aquarius Marine is due to hand over its first commercial fishing vessel by the end of this month.

She is a 29-footer with



Ray Taylor (left) and Peter Clements on board the first AQ 27. The boat is pictured (top) in Porthleven's inner harbour.

forward wheelhouse and raised foredeck for St. Agnes skipper, N. C. Kent, who will use her for longlining, potting and charter fishing.

Built to the standard specification, the hull has a beam of 10 ft. 9 in., draught of 3 ft., and depth of 6 ft. Tanks are installed for 108 gallons of fuel oil.

Propulsion is by a 72 hp Thornycroft diesel engine turning a 20 in. by 15 in. manganese-bronze propeller through Borg-Warner 2:1 reduction gearbox.

No auxiliaries are fitted, but a hydraulic pump is mounted on the front-end of the engine to power the line hauler.

Wheelhouse equipment includes 'Sailor' vhf and Marconi Graphette K fish finder. Skipper Kent's vessel is fully decked, but there is space for a 180 cu. ft. hold in

this boat if required.

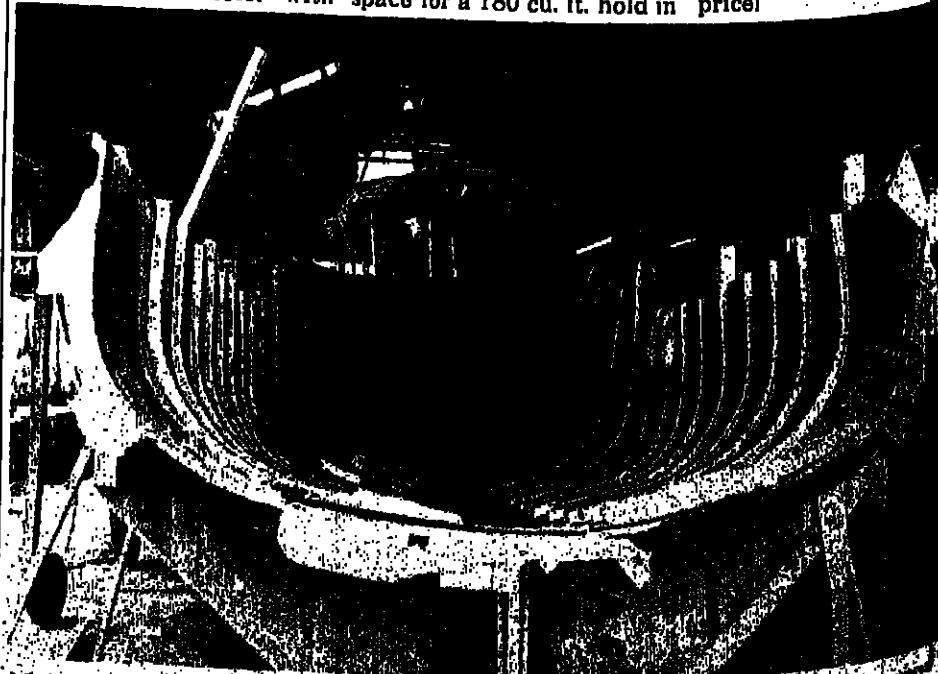
The Aquarius 30-footer, the Plymouth show is similar. She is powered by a 60 hp diesel and fitted with stern gentry and mizzen.

Also due this month is a 27 ft. hull, complete with engine beds, for Skipper J. L. Menor. He will fit her with himself for prawn trawling in Morecambe Bay.

The Aquarius team already has drawings for a boat up to 36 ft. long, but there are no plans to go much bigger at present.

The firm does not claim to be in direct competition with Cygnus Marine at Penryn which moulds the highly-successful GM range of boats from 15 to 44 ft.

It does feel, however, that there is room for a good alternative — perhaps at a lower price.



AQ 30 under construction.



ADVERTISEMENT SUPPLEMENT

COSALT news

SALES SOAR TO AN ALL-TIME RECORD

INCREASED sales of fishing gear — particularly for inshore boats — have helped to boost turnover of the Grimsby-based Cosalt group to an all-time record.

Total pre-tax profits last year reached £2.1 million — almost double the £1.2 million of 1976.

The group's turnover rose from £17.7 million to £23.6 million, and exports were up by more than £1 million.

Cosalt's sales to the fishing industry are developing fast, despite the crippling crisis facing Britain's distant water fleet.

This is largely the result of a whole new emphasis on supplying the inshore sector — and on rapidly developing exports.

Cosalt has been quick to take advantage of the growing export demand for fishing gear as more and more countries take on 200-mile limits.

The company supplies to over 50 countries and, as the export market grows, will be stepping up its participation in most of the major international fishing exhibitions.

Participation in the last big United States Fish Expo held in Seattle, in October 1977, has helped to double Cosalt's fishing gear sales to this market in the last 18 months alone.

The company will also be prominent at 'Catch 78' in Aberdeen in June.

During the last 12 to 18 months, Cosalt's Ships and Chandeliers Division has purchased the long established Ayrshire firm of

Rigging a mid-water trawl at Fraserburgh. Cosalt is able to manufacture nets at short notice to customers' specifications.

Focus turns inshore and abroad

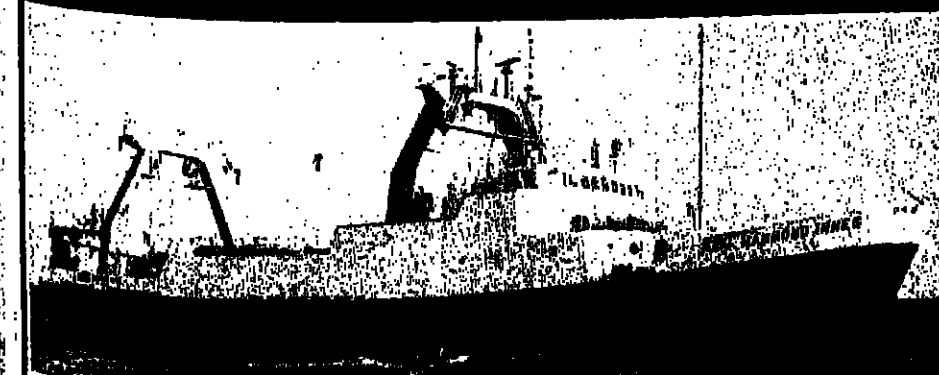
W & J Knox. It has also taken over the twine factory of Belfast Ropework Co., thus giving complete control of the quality of the product from the extrusion stage right through to the finished net.

New Cosalt branches have been opened at Scarborough and Plymouth,

catering specially for the local fishing fleets.

All this adds up to an even better service to fishermen, and reinforces the prediction made in 1973 by Cosalt's John Ross, following his appointment as chairman, that "the future was never better!"

Gear for the 'Hammond'



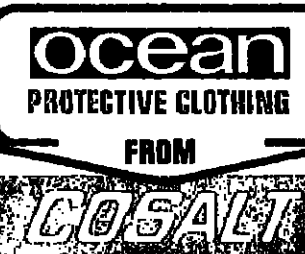
THE trawler Lady Hammond, formerly the Hull-based Hammond Lines, has been sold to Canada for experimental fishing. She left on her delivery trip last week, complete with Cosalt fishing gear.

Her skipper for the voyage is Mr. Max Baker of Nova Scotia who has a mixed Canadian and British crew.

The trawler will carry a pair of high-opening bottom trawls from Cosalt's Grimsby factory and two Canadian Diamond-9 mid-water nets made up at the company's plant at Fraserburgh.

Throughout her career, the 178 ft. long wet fisher has been consistently one of Humber's highest earning trawlers.

She was built at Beverley in 1972 for Newington Trawlers Ltd.



W & J KNOX has recently installed a special winch at its Kilbirnie factory to handle a repair on a sprat purse-seine.

The net, worked by Gallic Rose (Skipper Wattle Andrews), was purchased three seasons ago. After a lot of heavy use the bunt section wore out and now Knox is replacing it and giving the net a major overhaul.

This is not the first job of its kind handled by Knox, but Gallic Rose's large purse seine presented special problems, so the winch had to be installed.

The firm plans to complete the overhaul in eight to ten weeks.



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Grimsby skipper praises 'Gemini'

THE Cosalt "Gemini Mk. II" pair trawl is the most effective net ever used by Grimsby skipper Roger Younger of the Green Valley.

Skipper Younger, who operates through the Danbrit agency of Grimsby, has had a Gemini net since its introduction.

Apart from obtaining additional headline lift, Skipper Younger says that the Mk. II also provides a dredging effect which gives a marked improvement in catches.

New high-lift pair trawl available from Grimsby

Gear expert Clive Radcliffe reports on the latest fishing gear development by Cosalt

IN RECENT years there has been a considerable revival of interest in demersal pair trawling, or seining. The technique, which dates from well into the last century, is expected to have a sound future in the UK with vessels of 200-1500hp, and in the development of artisanal fisheries with boats as low as 10hp.

The technique, which dates from well into the last century, is expected to have a sound future in the UK with vessels of 200-1500hp, and in the development of artisanal fisheries with boats as low as 10hp.

Widened

An alternative experiment used a two-seam trawl of equivalent fishing circle to the Panel trawl, but with the additional netting put into the upper and lower sections. The wings were widened and the vees cut back on a side knot, making them much deeper.

These results were also disastrous. The trawl had less headline height than the original, and the deeper vees resulted in netting from the lower wing end being slack and trailing on the sea bed.

These trials highlighted the need for new thinking in the development of a high-lift pair trawl, although much had been learned from the research and fishing perfor-

formance of the Gemini which has been improved by the insertion of the side panel.

This led to the design of the Concord being utilised to produce a butterfly type three-bridle trawl having a deep side panel, which retains the maximum depth throughout the wing and finishes in a third vee at the wing end.

The trawl has much wider wings with a range of varying cutting rates in the top wing. This allows a good curve to fit to the catenary formed by the headline. The square is marginally deeper than in conventional wing trawls, and the bellies are marginally extended as compared with the original Gemini.

Adjustable

This type of trawl may be adjusted to suit varying fishing conditions.

If the centre bridle is in tension it will close the side panel but allow the top and lower wings to open to their maximum, and result in a trawl with a very good headline height.

If tension is relieved on the main towing strain then the net will act like a more conventional box trawl.

Promising

The new design has been modelled on behalf of Cosalt by the author, and the results of the early trials look very promising, with an anticipated headline height of 26.5ft, and similar wing and spread as the original Gemini.

Up to 280kg of buoyancy may be applied, and the net still appears to grip tightly in the sea bed, whereas most high lift trawl designs tend to skim the sea bed very lightly.

These trawls are now in production and are available for vessels with at least 250hp from Cosalt's Inshore Net Department at Grimsby.

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COMMENT

THE STRENGTH of its overseas markets (exports up 64 per cent to £3,200,000), an expanding demand from the off-shore oil industry (sales up over 33 per cent to £2,000,000) and the decision to extend our production and sales facilities to cater for home-water fishing and general chandlery have enabled the Ships Chandlery Division to return record sales (up 40 per cent to £12,455,000) and record pre-interest profits (up 70 per cent to £1,834,000).

Both the assets and the management of W. & J. Knox, acquired in March 1977, made a valuable contribution during the year, the experience and availability of the latter playing a decisive part in the decision to buy in September the net and twine activities of Belfast Ropesworks. The purchase of these two former competitors has enormously strengthened Cosalt's position as the leading UK supplier to the fishing industry.

After the decision to open a branch in Plymouth in April last year, the opportunity arose to acquire the well-established business of Plymouth Ropes in August.

A similar pattern ensued more recently with the opening of a branch in Felixstowe early this year followed by the purchase last month of P. D. Maestrami (Felixstowe) Ltd., which operates as ships chandlers and bonded warehousemen in that port.

It should not be thought that the improved results are attributed solely to new acquisitions. Each of the branches enjoyed a high level of demand, proving themselves once again highly adaptable, each in the light of changing circumstances in their own port.

Cosalt has a unique branch structure, which is standing it in good stead during what might otherwise have been a very difficult if not impossible time for a more centralised company.

Cosalt has always enjoyed a good demand from its overseas customers, but never have they been more important. The enforced decline in the British distant water fishing industry, now, alas, almost sunk without trace by successive cod wars and political neglect, has been to some extent matched by a corresponding increase in fishing effort by other nations.

Cosalt has been able to meet the demand from these expanding markets as witnessed by its increased exports.

Against a background of general depression in the fishing industry, this Division had to work very hard for its success in 1977. The target for 1978 is to repeat that achievement.

We believe that we have the organisation and the management to achieve that target, in what we expect to be a more difficult year.

The above is reprinted from the Chairman's statement in the Cosalt Annual Report

Short vee

This net was originally introduced into Grimsby and it had a headline of 11ft. in. with a fishing line of 130ft. The wings ended in a fairly short vee, cut back on a bar from the wing end to the laistitch.

It was apparent from the flume tank trials that most of the 10ft. lift attained came from the lower wings which tended to stand at a very steep angle to the sea bed.

Cosalt's Inshore Net Department at Grimsby has for some time been supplying pair trawls to the local fleet, and a very successful range of box trawls selling under the name of "Concord".

One of these nets has also been modelled and, as a result, much data obtained concerning the use of side panels.

It was subsequently decided to insert a side panel into the trawl, having 60 meshes at the leading edge of the square and tapering to 20 meshes at the wing end.

This trawl was immediately used for commercial trials with very promising results.

Assumed

It was naturally assumed that the headline would be improved, but sea trials showed improved catches of flatfish, and not high swimming roundfish as expected.

When a model was tested in the flume tank, the engineering performance was disappointing as only a nominal amount of additional lift was obtained.

It was apparent, however, why flatfish catches had improved. The general cross section shape of the netting in the wings had changed, with the side panel appearing to

WFA's flume tank - a dream come true



A demersal trawl under test at the White Fish Authority's flume tank in Hull.

TO THE GEAR manufacturer, the White Fish Authority's flume tank in Hull is like a dream come true. It adds a whole new dimension to gear development and provides a powerful new tool to the gear technologist.

The tank itself is the largest of its kind in the world. Larger than normal scale models can be tested to determine warp loads, effects of towing speed, headline height, wing spread, door spread, door performance, plus areas of slack and strain in various parts of the net.

In the early days, attention was focused on testing existing trawls. Several well-proven nets were modelled and examined in detail.

In one particular case, the tank revealed large areas of slack and baggy netting in a very popular and well fished

reasonably simple so that repairs at sea could be easily and quickly carried out.

Four versions of the Jumbo range were designed with headline lengths of 80, 100, 114 and 132 ft.

Of these, three were actually modelled and tank tested. First impressions, as the trawl settles into the fishing position, is that its tailoring looks good. There are virtually no ripples of slack netting and the meshes throughout the trawl all settle into regular diamond shapes.

Excellent headline heights were achieved, and the tendency of some high lift trawls to "leap-frog" along the bottom avoided.

Over the past year a number of gear demonstrations have been held at the flume tank. Owners, managers, skippers, mates and gear men have seen various types of trawl gear demonstrated. Visitors have also seen trawls as far away as Canada, Norway and Norway.

More trawl models are under construction, but the attention in the future is concerned with gear improvements to prove the performance of existing trawls, rather than develop new ones.

Points which had to be considered at the design stage were good net tailoring with evenly spread netting throughout the trawl and regular taper rates, avoiding areas of strain such as wing quarters and selvages.

The design had to be

Excellent results from all divisions

PRELIMINARY STATEMENT FOR 1977

DIVIDEND AND SCAP ISSUE: Maximum allowable dividend, 4.9 times covered. One-for-two bonus proposed; present intention to maintain dividend on new capital if legislation permits.

Ships Chandlery: Strength of overseas markets and expanding demand from offshore oil industry contributed to a record year. Caravans: Market share and profits improved in difficult trading conditions. Refrigeration and Air Conditioning: Another successful year.

PROSPECTS: Another good year expected, with added capacity in ships chandlery and caravan divisions coming on stream.

Turnover	up 32%	£23,600,000
Exports	up 33%	£5,800,000
Pre-tax profits	up 87%	£2,100,000
Earnings per share	up 33%	17.67p
Dividend	up 6%	74.8p

Copies of the Report and Accounts may be obtained after 1 June from the Secretary, Cosalt Limited, Fish Dock Road, Grimsby, South Humberside, DN31 3NW. The Annual General Meeting will be held in October, on 10 June 1978.

COSALT

Kilbirnie to sell complete purse nets

W & J KNOX will be selling fully-rigged purse seines by 1979.

The company is already a major supplier of purse seine repair panels. And many of its staff who will be working on the purse nets are experienced in making ring nets - until recently an important industry at Kilbirnie.

Knox is also stepping up production of its netting for purse seine repair panels. This decision, made a year ago, has been reinforced by a bulk order for panels from a leading Norwegian manufacturer.

An in-depth survey of the purse seine fleet in Britain has established a requirement for a UK-based net repair depot. Knox is, therefore, modifying its premises and installing equipment for the handling of these nets.

The picture shows Knox staff preparing purse seine panels for shipment to Norway.

Keeping Gourock catching

W. & J. KNOX'S involvement in trawl manufacture really got moving in 1975 when the company took over production of Gourock Ropesworks' trawls.

For several years Gourock had not produced its own netting but purchased by the bale from other manufacturers, including Knox. It did have vast expertise in trawl and seine design and construction, going back to the early days when it was the first British manufacturer of the original wing trawls.

Two things were apparent: one, that there was still a demand for Gourock trawls; two, that Knox was going to lose a customer.

David McGeorge, manager of the net loft with 26 years' experience with Gourock, joined Knox and kept the Gourock name alive.

Since coming to Kilbirnie, Mr. McGeorge has worked alongside two highly experienced former skippers - Andy McCrindle and David Forsyth.

These three men formed the initial spearhead of what has grown into a successful department.

Yarns and twines from Annahilt



LAST September W. & J. Knox acquired the Belfast Ropes Group at Annahilt (pictured above). The plant makes a wide range of braided and twisted polyethylene monofilament yarns and twines.

The company is now up-dating the extrusion section and major replacement parts are being fitted. These include sophisticated electrical units which will increase the output.

Additional new plant has been installed for the production of cabled nylon twines.

The machinery is a supplement to the production of the fine to medium twine range at Kilbirnie, as opposed to Annahilt where the medium to heavy range is produced.

Revived interest in an old technique

IF THERE is a fishing method that has remained basically unchanged, it is gill netting.

When synthetic fibres revolutionised the industry, Knox installed modern looms designed specially for weaving nylon monofilament.

For many years the vast Canadian cod and Norwegian salmon fisheries were supplied by Kilbirnie, the only UK monofilament net manufacturer in the market.

Today, gill nets are still supplied to the limited number of licensed salmon fishermen in the north-east of England.

The depletion of the trawling grounds and the escalation of fuel costs have led to a re-awakened interest in gill nets.

Knox - a major supplier of polypropylene cod nets to Denmark for the Baltic fishery - now

has a healthy and rapidly growing market for these same nets in Britain. Specially designed and hung for fishing above and around wrecks, they are proving most successful in the North Sea with its similar shallow bottom and abundant wrecks.

Trammel nets are also much on the increase and much on the increase and

forms of dip and drag nets are available. Knox not only offers conventional knotted nylon netting, but knitted knotless netting to cut down scaling and eye damage. These come in a wide range for all fish sizes.

At present all Knox cage netting is treated with bitumen preservative. It is hoped to modify the plant shortly to provide anti-foulant treatment also.

Knox is now finding a demand up the east coast as far north as Aberdeenshire. In recent years the requirement has been almost exclusively from England, with the emphasis on the south-coast.

The very large Irish salmon fishery is an important market. There is a preference for the "single throw" or "slack spun" type of nylon net in the south, but the heavier conventional twisted nylon net is still liked in Donegal and the north.

Walkway cages for the fish farmer

TO KEEP up to date with the rapidly expanding fish farm industry, W & J Knox is able to produce cage nets to customer specification and a finished cage with floatation collars and walkways.

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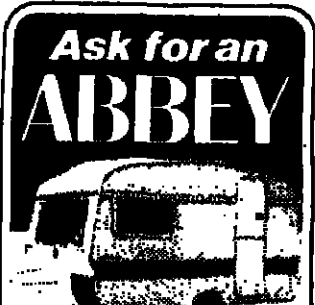
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A sounder which incorporates white, grey, Dyna or Contour line facilities is undoubtedly best for the purpose. Such an instrument makes it easier to discern echoes from fish which are very close to the bottom — so close as to be below the headline height of a trawl. It enables you to make a reliable estimate of fishing prospects when traversing a particular ground and it helps you, when towing, to assess the quantity of fish likely to be caught and to regulate your towing time accordingly.

White line is a form of recording which portrays the seabed as a thin dark line on the chart with a blank position, or white line, immediately following it. When no fish are present, the seabed contour is presented on the chart as a thin dark line of constant thickness.

Echoes from fish on or close to the bottom will cause this line to thicken. If fish are present in significant quantities, echo traces will show clearly as shady patches above the line. The white area which follows the seabed contour provides a sharp contrast, making it easier to discern any thickening of the contour line and to recognise any worthwhile shady patches which denote closely packed fish near the seabed.

Conventional echo sounders would probably show these as merging with the seabed in such a way as to be indistinguishable from the bottom echo itself.

Basic purpose of grey line recording is the same as that of white line — to enable fish on or very near the bottom to be detected.

When this method of presentation is used, the thin dark trace of the seabed profile followed by a white space is replaced by a shaded grey area.

In rough weather, if white line presentation is used, a break-up of the seabed trace may be caused by the heave of your boat and result in a confused display of fish echo signals.

When grey line presentation is used under the same conditions, any black marks above the shaded grey area will indicate fish.

Dynaline facilities are similar to white line facilities originally introduced in Kelvin Hughes echo sounders and now incorporated in all its fish finding sounders.

When a sounder without white or Dyna line facilities is used to detect fish on or close to the bottom, echoes from each merge and are difficult to distinguish from each other.

Incorporation of Dynaline facilities consists of adding a circuit to the amplifier to cut it off altogether when amplitude of echoes exceeds a certain level.

When you make use of them, cut off level is set above maximum fish echo strength and below minimum bottom

echo strength. Fish echoes are subsequently unaffected but bottom echoes cut off the amplifier leaving unmarked spaces on the recorder paper. These form a Dynaline, above which all echoes must be from fish.

Contour line facilities enable you to eliminate all bottom echo tails from the chart. All that will be marked on the chart are echoes from fish and the seabed, therefore the rest of the paper will be unmarked and rolls of it can be used a second time.

Sounders incorporating white line facilities only, and more expensive instruments incorporating both white and grey line facilities, are obtainable from Kelvin Hughes, New North Road, Hainault, Ilford, Essex, or from the nearest of the company's sales and service depots to you.

Sounders incorporating Dynaline or Contourline facilities only, and instruments incorporating both, are obtainable from your local branch of Decca Radar Ltd., Decca House, Albert Embankment, London S.E.1.

Guide for smoking

"YOU recently mentioned a publication on how to prepare salmon for smoking."

"I have now built a cold smoker but cannot find the article. Can you refresh my memory?"

The publication was Torry Advisory Note No. 5 — Recommendations for the preparation of smoked salmon, by A. Bannerman and J. Horne. It is obtainable (free) from the Torry Research Station, P.O. Box 31, 135 Abbey Road, Aberdeen, Scotland.

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"CAN you send me any information about hydraulic transmission systems which enable an engine to be positioned anywhere in a boat?"

One type of hydrostatic propulsion unit, which has a power output of 50 hp at 1,000 rpm and 85 hp at 1,500 rpm, is produced by Western Precision Ltd., Western Road, Bracknell, Berkshire.

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Having given up pressure energy to the motor, the oil returns at low pressure to the pump inlet for recirculation. The power developed by the main engine is, therefore, transmitted to the propeller by means of the high pressure oil flow instead of through a gearbox and shafting.

A relief valve between the flow pipes prevents damage to the system in the event of a fouled propeller.

Any slight oil loss through working clearances in the pump and motor units is returned to a reservoir, being replaced by means of an auxiliary pump feeding into the low pressure flow line.

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The water in a GRP tank which is scrubbed regularly with a mild solution of bicarbonate of soda will not become polluted by slime and algae.

ANY QUESTIONS?

IF YOU have any questions about boats, equipment, gear or methods, John Burgess is always prepared to try and answer them if they are sent with a stamped addressed envelope for reply.

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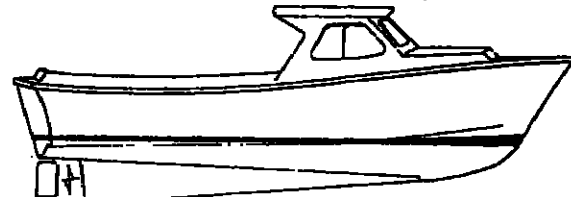
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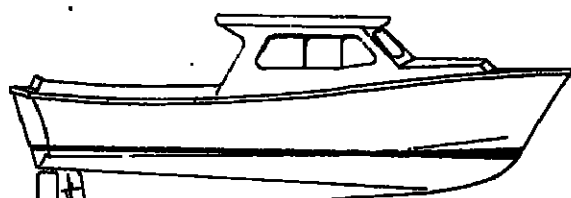
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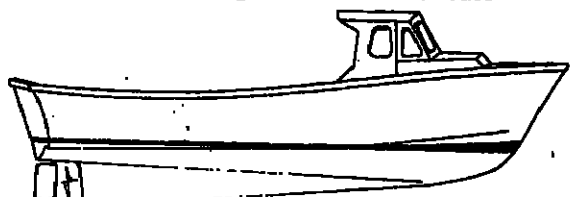
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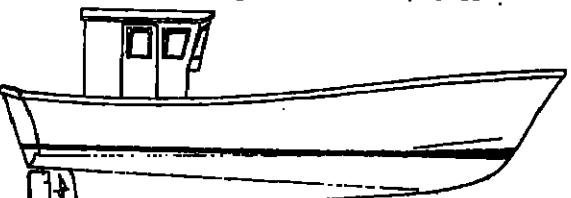
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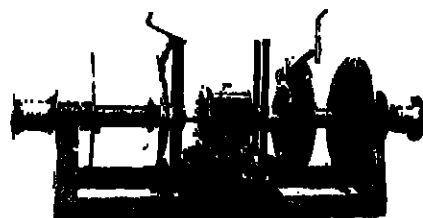
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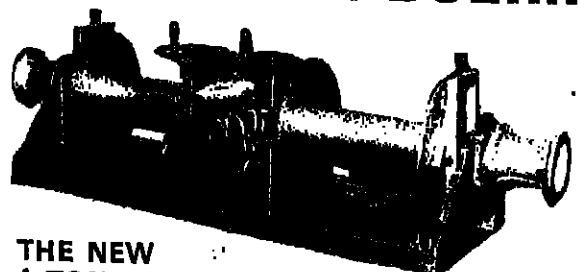
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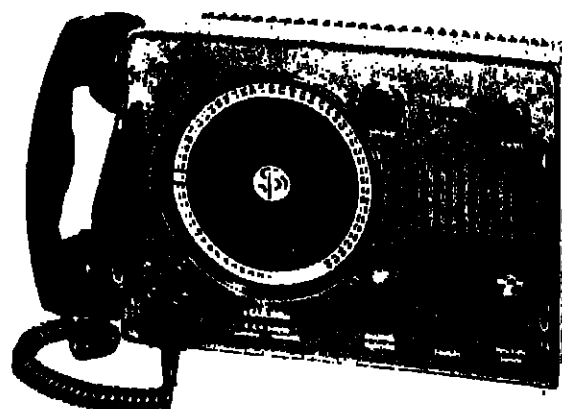
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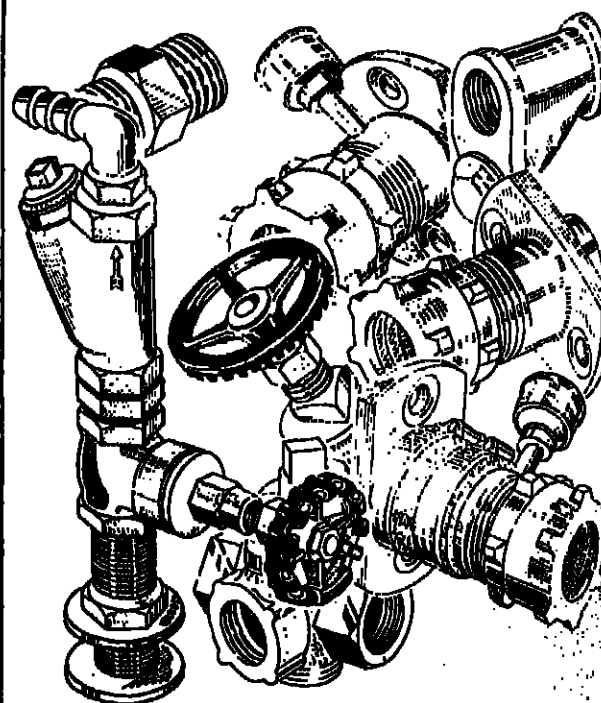
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Grimsby coming out of doldrums

THERE were signs last week at Grimsby that the early May doldrums were finally over as trade picked up — especially in the North Sea section.

Landings fell back to just over 20,000 kits during the week but, considering the port was again without a solitary distant water trip and with the indifferent fishing nearly all the middle water trawlers are facing, it was a much better week for the south Humberside port.

Quality cod has been changing hands well above £50 per kit.

A blue ling trip by the French stern trawler *Bisson* produced the best grossing of £28,978 from a turnout of 1,195 kits after a Westerly trip through the Boston Group agency.

BUT's *Ross Jaguar* (Sk. Dennis Speck) led the local earnings with £25,888 from 944 kits, including nearly 450 of codstuffs, after a 17-day Westerly trip.

The only other vessel to top £20,000 was Boyd's Hull wet fisher *Arctic Vandal*. However, a big landing of

1,418 kits made a rather disappointing £23,828, from a 17-day Westerly, largely due to the amounts of rough fish in the catch.

Even so, despite the almost 900 kits of cod and 170 of dogs, the vessel probably did better by landing at Grimsby through the Danbrit agency than it would have done at Hull.

None of the other near/middle water trips came anywhere near the top trio. BUT's *Ross Cougar* (Sk. Jack Major) was next best on £17,772 from 752 kits after 15 days.

This catch was almost evenly divided between cod, haddock and coley. Otherwise in this section there was only a marginal improvement. With so much coarse fish about and catches on the low side, inevitably several vessels ran deeply into debt.

Top North Seas trip came from the Belgian vessel *Cleaner* (O 306) and her fine trip of big cod sold through the United agency for £17,038. *Cleaner* landed 515 kits.

On the same market

United agent another big cod trip, this time of 506 kits, from *Dane Westbank* (E 706). This sold for £16,768.

Lindsey Trawlers' *Lemberg* (Sk. Henry Pexman) landed the best near water trip in mid-week to gross £10,400 from 301 kits after 13 days. It was a nicely mixed trip with the emphasis very firmly on flat.

A combined grossing of £22,119 by *Lauride Skomager* (Sk. Jorgen Bojen) and *Anna Michelle* (Sk. Peta Harris) from 768 kits, mostly of cod and codling and sold through the John R. agency, was the

pick of the pair teams. Sleight had one of its good patches and almost took all the honours in an excellent week for the anchor-seiners.

Yet again Skipper Bill Murray in *Genara* proved his ability with the top grossing of £8,562.

Clampdown

From page one
and even smoke flares — had no effect. The skipper was fined £15,100, last Friday.

The day before Skipper Salvador Badioca of the Bilbao trawler *Gorichio* was fined £15,000 for illegal fishing and £100 for disobeying an instruction to proceed to Milford Haven after the alleged offence.

Michael Howells, prosecuting for the Ministry of Agriculture, Fisheries and Food, said that the Spanish vessel was arrested by the fisheries protection vessel HMS *Stubbington* 409 miles south-west of St. Anne's Head. He said the ship was 28 miles inside the British sector of the EEC limits and did not have a licence to fish there. The Royal Naval boarding officer ordered the skipper to proceed to Milford Haven, but he refused.

HMS *Stubbington* put a towline on board the vessel and also an armed party, but the Spanish skipper still refused to take the ship in himself. The tow continued for more than three hours until an RAF helicopter arrived and hovered over the vessel. Then the Spanish skipper took his vessel into the Welsh port.

The trawl containing fish was being hauled at the time. When an officer boarded the trawler and examined the net, he found the cod varied between 58mm and 62mm, instead of the statutory 70mm.

The court was told that, in March this year, the same vessel was warned about having a 'tight' net.

TRAWL FINE ON FRENCH

THE SKIPPER of the 99ft. French trawler *Chenonceaux* was fined £700 with £241 costs by magistrates at Plymouth on Wednesday.

Georges Jean Bourhis from Finistere admitted fishing in British waters with a small mesh net. The magistrates ordered the offending part of the net to be confiscated and imposed a suspended prison sentence of 60 days in default of payment within 24 hours.

Anthony Collin, prosecuting for the MAFF, said the charge was brought under an act designed to protect immature fish.

On Monday HMS *Lindisfarne* found the 154-ton trawler fishing within British limits, 78 miles south-west of Plymouth.

The trawl containing fish was being hauled at the time. When an officer boarded the trawler and examined the net, he found the cod varied between 58mm and 62mm, instead of the statutory 70mm.

The court was told that, in March this year, the same vessel was warned about having a 'tight' net.

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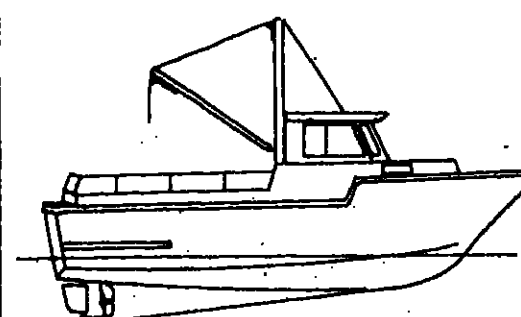
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Engine Up to 120 hp.

BASIC BOAT PRICE £4,950



11 metre Fishing Vessel

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SCALLOPS must be considered the boom shellfish of the 1970s. In 1967 only 60 tonnes were landed but by 1976 the figures had increased to 4,580 tonnes valued at £1,890,000.

Details of the scallop and its fisheries in England and Wales are presented in a new leaflet produced by the MAF Fisheries Laboratory at Burnham-on-Crouch.

I found the information of considerable interest. Did you know that the scallop (called *Pecten maximus*) increases its size by the daily addition of bands of shell to all the shell edges?

Growth is most rapid from April to June and is virtually non-existent in the winter, although the growth rate of the scallop varies from area to area. Some scallops can attain the age of 14-16 years and specimens over 18 years old have been recorded.

In the 1880s there were regular fisheries for scallops from many ports including some exploiting North Sea

stocks; some were eaten or used as bait.

Since the Second World War the greatest landings have been made at Brixham and Plymouth with sporadic landings at Newhaven and Seahouses.

Brixham has been the most constant with usually three-to-six boats of 45-60 ft. (15-20 metres) fishing for most of the year.

The size of the fleet varies according to abundance and market conditions. Occasionally some of the boats have been switched to queen fishing and catches of 16-18 tonnes per day have been made.

Grounds now fished from Brixham include Start Bay, Lyme Bay, Torbay and off Portland.

Plymouth has developed as a scallop port during the 1970s. Stocks were known to be plentiful there in the mid-60s but the size and growth of the scallops was poor. However, markets have now been found for smaller scallops and considerable landings are being made.

shell fish chat

The fleet, which at times numbers 20 vessels, works grounds from off Start Point in the east to the Scilly Islands in the west. Occasionally landings are made at Falmouth in Cornwall.

One productive area, found in 1976, was located south of the Wolf Rock beyond Lands End.

This has been fished by vessels of up to 30 metres long. The landings are mainly at Newlyn or occasionally Plymouth. Another scallop area has recently been found off the Scilly Isles.

Some larger vessels —

mainly Channel Islands registered — have irregularly fished beds off Anglesey and in the Irish Sea.

With a long history of sporadic landings, Newhaven was developing again following the discovery of stocks in the mid-50s. However, the severe winter of 1963 helped bring this fishery to a close and only small landings were made.

The autumn of 1975 saw the start of a boom for Newhaven and the smaller port of Rye, to the east, from which a similar number of vessels (ten-12) were fishing at one time.

Several beds have been worked, from Dungeness to the Owers and from around five to 20 miles offshore.

Regular landings of over 600 dozen scallops per boat per day have been made, mainly by boats of just over 40 ft. in length. Bad weather hampered fishing in early 1977 and by the autumn several Newhaven vessels were fishing out of Plymouth.

This indicates that 'boom conditions' may only last for

a short time in some areas. The Northumberland beds off the Farne Islands — more or less unfished since Ministry surveys in 1964 — are now receiving attention. Good stocks are reported to still exist. Development of a fishery is awaited.

Despite recent expansion of fishing activity for scallops it is possible that extensive stocks exist that are, as yet, unfished. Likely areas are off the Welsh coasts and off north-east England.

Over the years there has been a change from the large single dredges such as the Manx dredge or Baird dredge to lighter dredges fished in fleets of two to six dredges each side of the boat.

In the eastern English Channel the small 'Newhaven' dredges are used. These are spring-toothed dredges based on a simple solid steel triangular frame.

They have nine or ten teeth welded to a bar 0.8m wide which is attached to a 'trip' mechanism of coiled springs. When the teeth hit a rock the tooth bar tilts back, thus avoiding snagging or breaking the teeth. This is a necessary measure in the eastern Channel where much of the ground is stony and even then considerable damage still occurs necessitating frequent repairs.

These dredges are fished on a steel boom with rubber bobbins wheels at each end. To each boom are linked two-six dredges with two booms per boat.

The chain bellies are often of double rings and the backs of twine netting.

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help dig out the more deeply recessed scallops.

The dredge is usually 1.5m wide with bellies of linked rings (eight cm across) and steel 'straighteners' at the after end of the bag. A spring clip allows the steel bars to part when emptying the catch.

The smaller boats fish one of these dredges but those of 80 ft. or more use up to four side.

In some areas, especially Brixham, scallops have been fished by trawling mainly on sandy ground. Beam trawls seem to be the most effective.

The addition of 'tidler' chains to the beam trawl helps to catch more scallops but beam trawls probably do not catch so many scallops per unit area fished as dredges.

The leaflet (No. L12) can be obtained free of charge from: The Fisheries Laboratory, Burnham-on-Crouch, Essex. It also covers the biology marketing and distribution of the scallops in England and Wales.

Mussels

It was only recently that I found out that France is a major producer of mussels, and in recent years about 20 per cent of the European supply comes from France.

Indeed the demand for mussels in France exceeds the supply and large imports are made from Holland, Spain and Germany.

Mussels have been grown on posts in France for over 700 years. It is said that this system was devised by an Irishman who was shipwrecked on the Brittany coast and who grew mussels for food.

One of the main centres of cultivation is on the north Brittany coast. Wooden (oak) posts about six ft. high are driven into the shore at low tide level. Seed mussels collected on ropes are wound around the posts where they grow to marketable size.

Large areas of the shore are covered by lines of mussel posts; French fishermen are given 'concessions' of parts of a shore where the poles are set.

A good living can be made from about 2,000 posts but some 'concessions' have between 6,000-10,000 posts serviced by three or four men.

TRAPPER

Recalling some of the stories which appeared in our columns this week 50 years ago.

MAY 26, 1928

FISH trade warns that a new Bill to stop Sunday trading will seriously affect everyone in the industry and will not go through parliament as easily as is thought.

BOSTON trawling firm places orders for five diesel-propelled trawlers.

MESSRS Cochrane & Sons of Selby launch a 138ft. steel screw trawler to go to Hull. She is named Deepdale Wyke.

LANDINGS by foreign vessels at Fleetwood in April this year totalled 835 tons — 515 tons more than in the same period last year.

TWO Queenborough men drown when their craft capsizes while they gather cockles on the Isle of Grain, in the Thames.

CREW of French fishing vessel fire shots at Port

Wives set high target

AN £80,000 purpose-built emergency respiratory unit is to be installed in Scarborough Hospital due to the Scarborough Fishermen's Wives Association.

The association started the campaign last year. It first set a target of £40,000, which doubled after plans had been prepared for the building.

The management team of the hospital was prepared to meet the balance from various funds, but representatives of the association insisted that they would raise the full amount.

Association member, Rachel Jenkinson, said that the fund now stands at £30,000. The building of the unit will begin in September and it will be attached to the accident ward of the hospital.

Big Manx fleet to hit herring £35 a unit

THE MANX herring season officially opened on Monday last week with the first fish of the season being landed by the local boat, Cairngorm, owned by Douglas fishmonger, Peter Canipa.

Five units were landed at Douglas and were snapped-up at £35 per unit by kipper curers. Fresh Manx herring were on sale in the shops the next day. Landings were light, but the fleet was expected to grow.

For the second year a licensing system will be operated in the Manx fishery this summer, with a total of 115 licences being granted to Irish, English, Scottish and Manx boats.

Far more local boats have turned to the herring from the traditional kick-off scallops this year following last year's record price of nearly £70 per unit.

Conservation quotas are also being applied again this year. Around 2,000 tons is the limit for the low season from now until August 20. The Manx high season — which goes from then to the end of September — will also have a fixed quota, but this has not yet been announced.

The new sales company Manx Fish Auctioneers Ltd. sold its herring from the Irish vessel *Fisher Lad* skippered by one of the oldest fishermen operating in the Irish Sea, John Warnick. The buyers were presented with a bottle of champagne and Mr. Warnick received a new hat to mark the occasion. More are expected to join the fishery shortly.

PROTESTS OVER LIFEBOAT FAIL

FISHERMEN along the North Yorkshire coast appear to have lost their battle to save the Runswick Bay lifeboat station despite moves at a meeting of the North-Eastern Sea Fisheries Committee.

Members want the RNLI to reconsider its plan to close the station and replace it with a small inshore craft now in operation at Staithes.

The lifeboat at Runswick is due to be withdrawn on June 30, a decision unlikely to be affected by the fishermen's move.

Rearcar fisherman, Jim Thompson, said this week that fishermen who tried to save nets worth up to £2,000 in bad weather would be at risk themselves if the Runswick lifeboat was withdrawn.

An RNLI spokesman in London has reiterated that it feels this part of the coast can be adequately covered by the fast Atlantic-type lifeboat now at Staithes, and Whitby and Redcar deep-sea lifeboats.

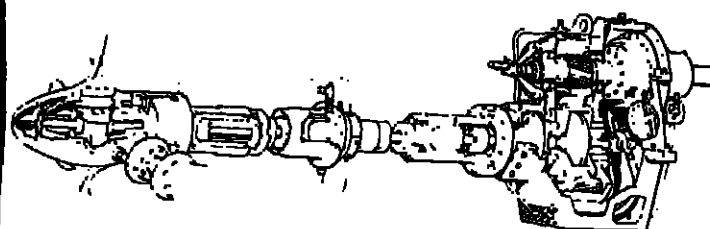
...as RNLI appeals for cash

THE RNLI will need to raise £8m. this year if it is to maintain their service, announced Major-General R. H. Farrant, RNLI's chairman. Part of the money is needed for the stationing of fast float boats at key stations and to ensure the whole offshore fleet has a self-righting capability.

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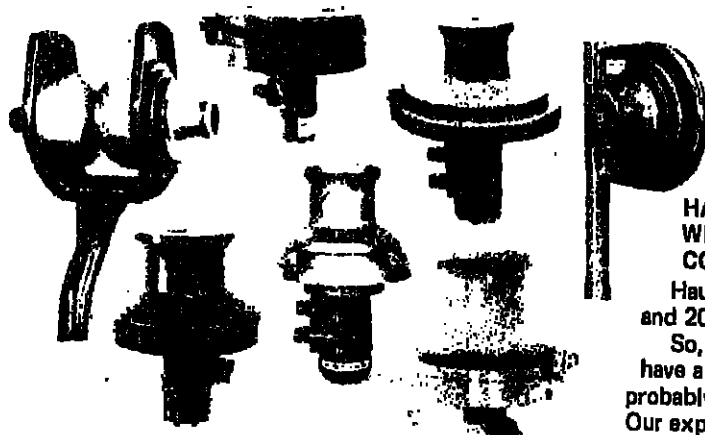
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Revised fish guide

THE OECD's *Multilingual Dictionary of Fish and Fish Products*, out of print for some time, has been published in a second edition.

This book has become an essential source of information about fish products around the world. It gives names in 16 languages and briefly outlines a panel of experts engaged in fish research and development work advised the OECD

for this new and revised book. The result is an up-to-date working tool that no fish trader or processor can afford not to have on the shelves of his office reference library.

It comes in an attractive gold-embossed binding and has 1,117 entries spread through its 430 pages.

The Dictionary is published for the OECD by Fishing News Books, 1 Long Garden Walk, Farnham, Surrey, England. Price £18 net.

People

FINANCIAL consultants to the fishing industry, Waid Morgan Associates Ltd. of Dundee, is spreading its wings into Aberdeen and expanding at Peterhead with two new appointments.

Kelth Scott (32). Operating from Aberdeen, he will give Waid Morgan its first permanent base in the city.

Mr. Scott will also be responsible for Waid Morgan's fishing activities in the Life and Pension division

on the Moray Firth from Macduff to Wick.

Stuart Carmichael (34). Based at Peterhead, his activities will be identical to Mr. Scott's in the life and pension field.

He will also have responsibility in the fishing industry for Peterhead, Fraserburgh and Shetlands.

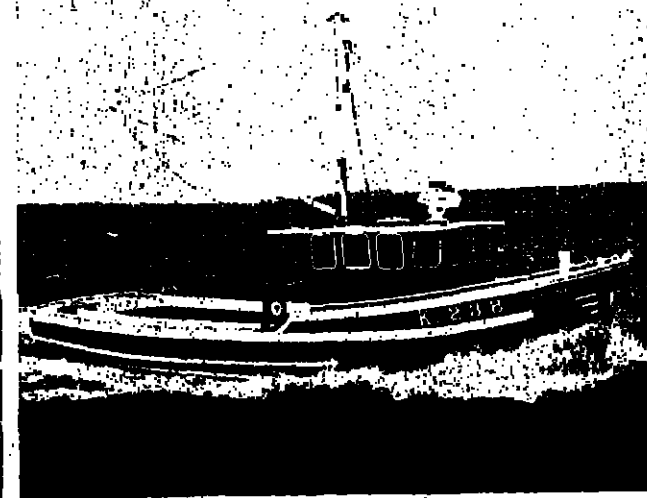
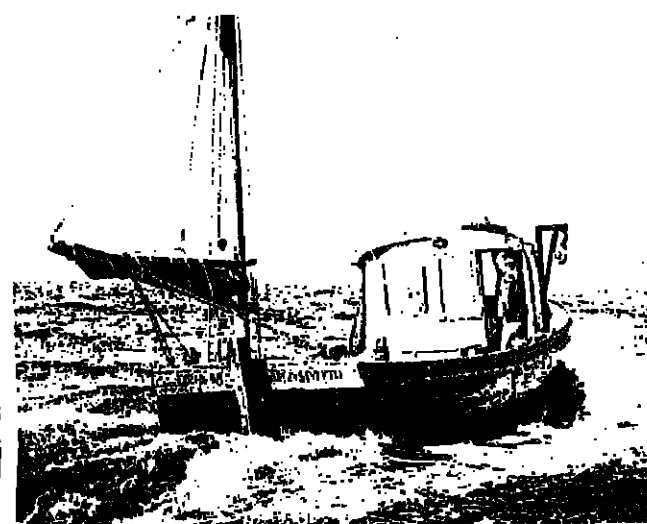
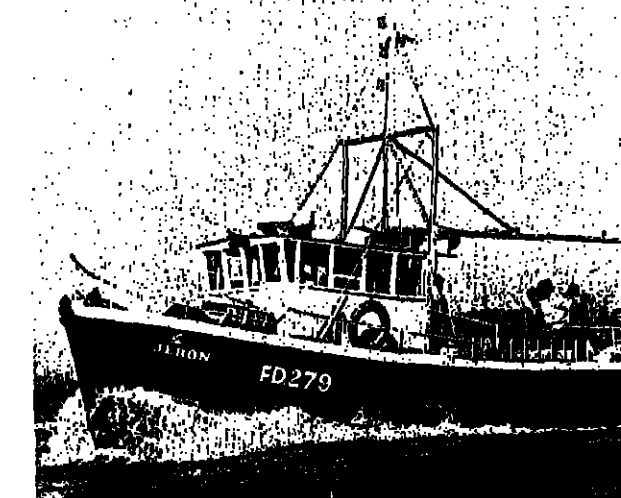
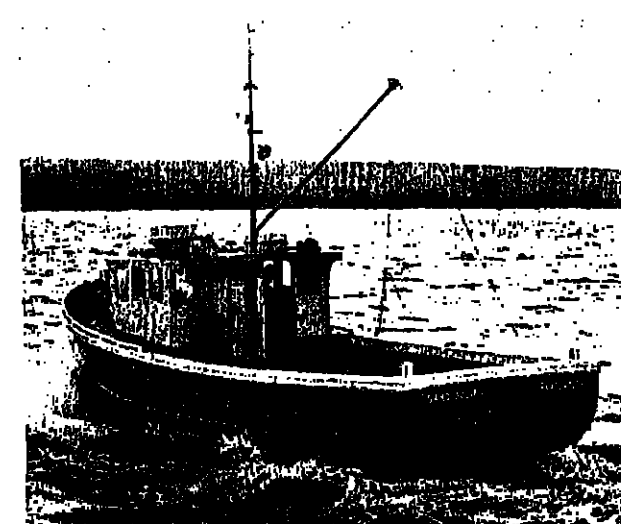
MANAGERIAL changes at Aberdeen have been announced by British United Trawlers which recently transferred three trawlers from Fleetwood to Aberdeen.

Peter Ross will become trawler manager from July 1. He succeeds John McCombie who was appointed trawler manager of J. Marr (Aberdeen) Ltd.

Mr. Ross holds a Diploma in Management Studies and a Degree in History. He spent some time with Haliburton Manufacturing & Services, Aberdeen, before he joined the BUT office at Grimsby.

Stanley Smith, crewing manager at Aberdeen, becomes operations manager and Alan Cunningham becomes oil related projects manager. Frank Deans, assistant superintendent engineer, becomes the superintendent engineer.

Twenty trawlers and eight oil rig standby ships, with a complete back-up service, are operated by BUT, which also runs 20 trawlers from the ports



Photos courtesy of: J. Duncan & Sons, Orkney, top left, bottom right. Treve Marine Ltd., Cornwall, top right. Greenhall Bros., Fleetwood, bottom left.

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Never specify less

Smallest boat on show

PORT SETON skipper, Andrew Buchanan, has a rival with a boat every bit as good as his. She even has the same name — *Spes Maris*.

The rival boat is a half-inch scale model built by Andrew Parker from Arbroath.

Mr. Parker built the model working from the original plans of *Spes Maris* which were provided by Napier Co., the naval architects of Arbroath.

Mr. Parker said: "I have never met Skipper Buchanan but he has given me a lot of help with the model. He has sent several photographs and with these and the original plans I think the model is a good replica of the original."

Building the model was quite a step down for Mr. Parker. He retired two years ago as production manager with Robb Caledon shipbuilders of Dundee.

Using the experience he gained working on drawings for ships weighing thousands of tons he has included every detail right down to the bulkheads. He built up the boat starting with a skeleton and using mini planks which he bent to shape using a kettle instead of a steam box.

The model will go on display at the Catch '78 exhibition at Aberdeen in June.



Andrew Parker puts finishing touches to his scale model of *Spes Maris*.

Freezer changes

THE LATEST list of *Benedict* is now seventh, be-
placements in the British Freezer Trawler Competition by BUT's *Kurd* — 14 places issued last week-end shows up.

Only one vessel figuring in the top five in the earlier monthly list remains in the leading flight and this is BUT's *Dane*, which has moved to the top from fifth.

Meanwhile Boyd Line's *Arctic Buccaneer*, up until now the leader, is down to sixth, while Hamling's *St. Benedict* is down to seventh.

Position	Vessel	Tonnes	Points
1 (5)	<i>Dane</i> (BUT)	424	5,587
2 (14)	<i>Kurd</i> (BUT)	349	4,606
3 (16)	<i>Coriolanus</i> (BUT)	312	4,258
4 (24)	<i>Ross Illustrous</i> (BUT)	281	4,076
5 (9)	<i>Swanella</i> (Marr)	292	4,003
6 (1)	<i>Arctic Buccaneer</i> (Boyd)	1448	3,939
7 (2)	<i>St. Benedict</i> (Hamling)	1431	3,892
8 (11)	<i>Kirkella</i> (Marr)	328	3,864
9 (29)	<i>Arctic Freebooter</i> (Boyd)	304	3,788
10 (17)	<i>Kelt</i> (BUT)	267	3,794
11 (16)	<i>Pict</i> (BUT)	263	3,712
12 (3)	<i>Arctic Galliard</i> (Boyd)	1223	3,327
13 (23)	<i>Boston Lincoln</i> (Boston)	217	3,189
14 (21)	<i>Ross Vanguard</i> (BUT)	231	3,166
15 (31)	<i>Invincible</i> (BUT)	208	2,930
16 (10)	<i>St. Jason</i> (Hamling)	1088	2,901
17 (7)	<i>Southella</i> (Marr)	1086	2,901
18 (30)	<i>Roman</i> (BUT)	304	2,788
19 (8)	<i>Cordeila</i> (Marr)	1013	2,757
20 (20)	<i>Arab</i> (BUT)	189	2,750

NEW SHIELDS QUAY 'DEPENDS ON OTHER PORTS'

THE PROPOSED £10m. new fish quay for North Shields will be considered "in relation to the future of other ports and the UK's future fishing opportunities," the Minister for Fisheries, John Silkin, has said in the Commons.

Mr. Silkin was replying to a question in the House from Tynemouth MP, Neville Trotter, who wanted to know what action the Minister was going to take to ensure the building of a new quay.

Minister that the recent all-party report on the fishing industry had said such a quay was necessary, and condemned existing facilities as "dangerous, inadequate, and incapable of expansion."

Meanwhile contracts have gone out for the sale of 142,000 sq. ft. of factory space on the fish quay.

The property is the old Tyne Brand works, and it is likely that some of the factory will be converted for use by fish merchants at North Shields.

WFA rate changes

WHITE Fish Authority and Herring Industry Board loan interest rates are now as follows: Fishing vessels under 80ft. and new engines: up to five years, 11 per cent; five to ten years, 11 per cent; ten to 15 years, 12 per cent; over 15 years, 13 per cent.

Boat sinks

TWO MANX fishermen had a lucky escape at the weekend when their Ramsey-registered fishing boat sank without trace after a collision in fog 2½ miles off the island.

Skipper John Williams and crewman, Jackie Eves, managed to scramble off the boat *Robert Dee* without injury.

The accident happened in the early hours of Friday morning when the men were fishing off Maughold Head. Visibility was poor and there was collision with the 41m fishing boat *Jacob Johnson* from Castletown.

Robert Dee sank almost immediately after the impact but the men and their dog were hauled aboard the other boat which is owned by Henry Goldsmith of Port St. Mary.

PRODUCT NEWS

'Flat' power block

A NEW type of power block, claimed to be about half the cost of its competitors, has been designed by a Northumberland marine engineer.

Called the Deoar power block, its inventor, Dave Moffatt of Seaton Delaval, near Blyth, says that at a cost of £800 his machine will do the same as other blocks costing £1,000 or more.

His equipment is basically a powered roller which is fitted to the side of a vessel and, instead of being 'V' shaped, is flat with net guides fitted to each side.

"All the fishermen has to do is feed the net in and then pull down on it — the block does the rest," says

Mr. Moffatt.

A hydraulic motor is fitted inside the 15in. long steel roller, which has a rubber-bonded surface, and is 9in. in dia.

Capable of a pull of 1,000lb, the block has a flow control valve giving a speed of anything between 20rpm and 800rpm.

Mr. Moffatt says he designed the machine after a fisherman friend asked him if he could make a cheap, efficient block.

The result is now installed on three local cobles — one at Craster, one at Bulmer and the other on Ian Nesbitt's *Rising Dawn* at Blyth.

One of the big advantages of his machine, claims

Mr. Moffatt, is that unlike a 'V' block it does not crush large fish as they pass over it.

So successful has his invention been that he now has orders for seven more. He is soon to move into a small factory in Blyth where he hopes to produce them in quantity.

The Deoar block can be fitted with an attachment for pot hauling, and Mr. Moffatt is currently working on a design for incorporating his block into a hydraulic arm for use on seine netters.

PW INSULATIONS Ltd., Polegate, Sussex, is now the sole UK agency for North Star Ice Equipment of Seattle.

This will enable PW Insulations to offer a complete flake ice package of making equipment, storage bunker and refrigeration plant to UK companies and overseas companies importing from the UK.

The North Star ice maker is a vertically mounted, stationary, double-walled rigid cylinder. Water is pumped into the top of a hollow rotating shaft and distributed over a polished inner cylindrical surface giving a continuous water curtain.

Deflected

A low temperature refrigerant circulated in the annulus between cylinder walls freezes the water. Excess water is deflected back into the receiving pan at the bottom of the freezing surface ready for recirculation.

The hollow rotating central shaft carries

Flake ice package from USA

an arm with a series of ice removal tools to shear ice from the freezing surface without actually touching the wall. Water-free ice falls from the bottom of the machine.

Ice temperature is adjustable to allow temperatures of 0° (-18°C) or lower.

The ice maker will produce more ice per BHP applied than traditional units — 1.3 tons of refrigeration per ton of ice from incoming water at 80°F.

Each ton of dry sub-cooled ice provides the equivalent of more than 17,000 square feet of cooling surface to chill and cool perishable products such as large quantities of fish.

BOX STRAPPING

A NEW polypropylene strapping machine has been launched by Gordon Strapping of Middlesex this month.

It is the OL-35 Marine which has been designed for use aboard factory trawlers.

The new machine is mainly for use in packaging operations which, while not justifying high output, fully-automatic equipment, need a more sophisticated system than manually operated tools.

The OL-35 Marine seals automatically and the operator has only to feed the strap round the package. It has fewer parts than other machines of its type and provides capacity for side loading of the strap.

Workboat wiper

A STRAIGHT-line window wiper — the Wynn '49' — has been developed by Wynstruments Ltd.

The wiper has a lateral sweeping movement and a white marine finish. It is suitable for sliding, hinged or fixed windcreens and wide windows.

The Wynn '49' is engineered to marine specification and is available for 12 volt and 24 volt supply. Standard stroke lengths are 400mm, 550mm and 700mm.

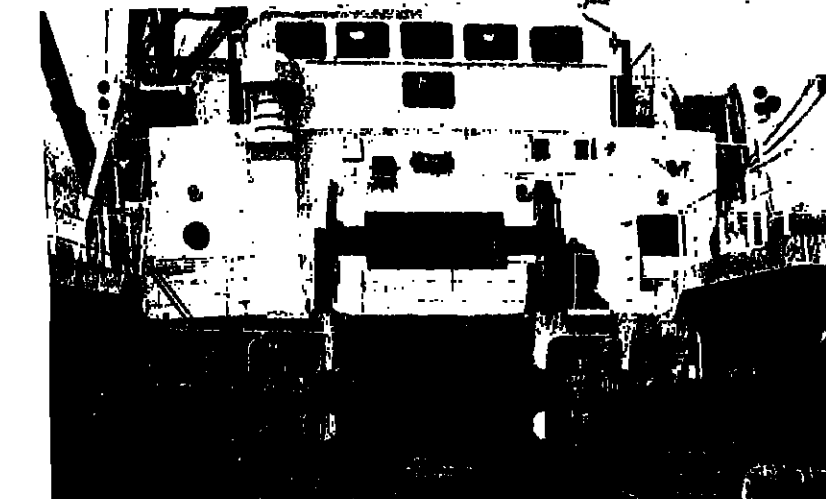
Left: the new straight-line window wiper by Wynstruments.

Below: the Gordian OL-35 Marine — this strapping machine has sealed electronic plus alloy and stainless steel parts to protect it from ingress of water. This makes it suitable for factory ships.

Modern Reliable Deck Machinery

TRAWL WINCHES AND NET DRUMS

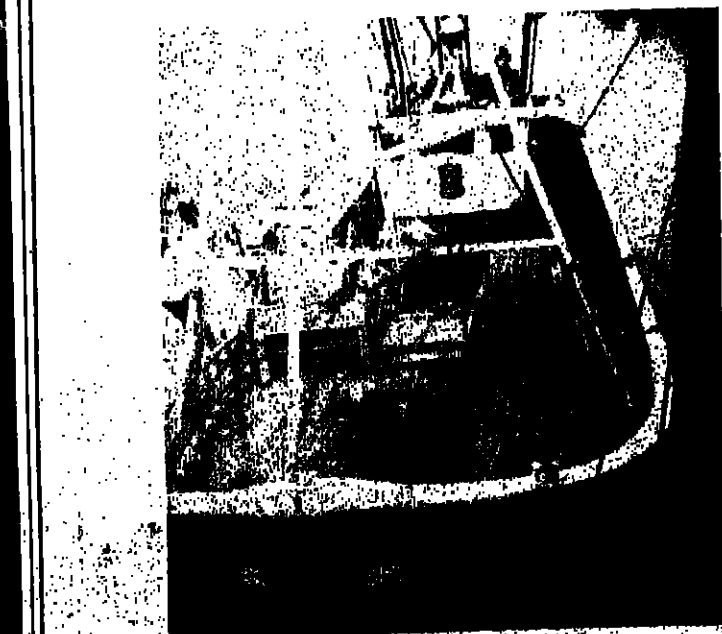
It is almost essential for pelagic fishing that a net drum be installed. Robertson's supply a range of drums with various drive systems for all classes of fishing vessels. Illustrated is a 9 cubic metre 30 ton pull net drum installed in association with Robertson trawl winches on the freezer trawler 'Goth' and 'Roman'. Our range extends from 3 cubic metres to 16 cubic metres with pulls up to 52 tonnes.



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Sizes now available: Treeve Cove Boat (16'), Treeve DS 20 (20'), Treeve DS25 (25' 6")

1. Shallow draft — from 1' to 2' 6"
2. All designs developed from traditional West Country designs
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4. Excellent sea-keeping capabilities, i.e., Cornish winter sea conditions
5. Economical handling, i.e., single handed
6. Very low fuel costs

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2. Only Grade A Thames 10/88 marine plywood used
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4. 12 years experience in producing GRP
5. Lloyds, DTI, and White Fish Authority approved workshop
6. Workshop fully air-conditioned

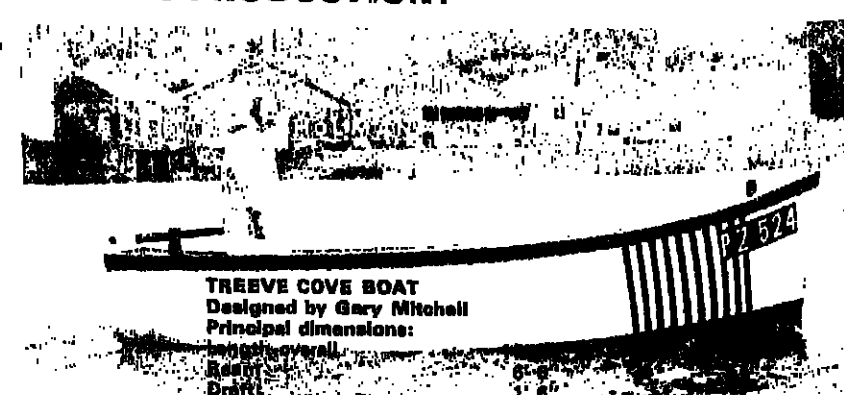
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For further details, please phone Robb Lello, at Hayle (0736) 752214, or write to Treeve Marine Limited, Treeve Lane, Hayle, Cornwall.



TREEVE COVE BOAT
Designed by Gary Mitchell
Principal dimensions:
Length overall 16'0"
Beam 5'0"
Draft 2'6"

TREEVE DS 25
Designed by Denis Swire, C.Eng., FRINA
Principal dimensions:
Length overall 25'6"
Beam 8'6"
Draft 2'6"

